

Amendments to the Claims: This listing of claims will replace all prior versions, and listings, of claims in the application

Listing of Claims:

1. - 33. (Canceled)

34. (New) An exhaust system for a lean-burn internal combustion engine comprising a catalyst structure, which catalyst structure comprises a substrate monolith comprising a lean NO_x catalyst (LNC) composition associated with at least one partial oxidation catalyst (POC) and means for introducing a reductant into an exhaust gas upstream of the LNC composition, wherein the LNC composition is selected from the group consisting of: (a) silver or a silver compound supported on alumina; and (b) at least one metal selected from the group consisting of copper (Cu), iron (Fe), cobalt (Co) and cerium (Ce) supported on at least one zeolite, and wherein the at least one POC is a bulk oxide, a bulk composite oxide or a bulk mixed oxide comprising at least one metal selected from the group consisting of manganese (Mn), iron (Fe), cerium (Ce) and praseodymium (Pr).

35. (New) A catalyst structure according to claim 34, wherein the substrate monolith comprises a physical mixture of the LNC composition and the at least one POC, a layer of the at least one POC on a layer of the LNC composition or a layer of the LNC composition on a layer of the at least one POC.

36. (New) A catalyst structure according to claim 34, wherein the silver in the LNC composition of group (a) or the total amount of the at least one metal selected from the group consisting of Cu, Fe, Co, and Ce in the LNC composition of group (b) is present in the range 0.5 to 10.0 wt% based on the total weight of the alumina or zeolite support.

37. (New) An exhaust system according to claim 34, wherein the at least one POC comprises at least one stabiliser selected from the group consisting of: zirconium (Zr), lanthanum (La), alumina (Al), yttrium (Y), Pr and neodymium (Nd).

38. (New) An exhaust system according to claim 37, wherein the at least one stabiliser is present in the molar ratio 2.98M to 90:10M, where M is the at least one metal selected from the group consisting of Mn, Fe, Ce and Pr.

39. (New) An exhaust system according to claim 34, wherein the at least one POC consists of bulk CeO_2 or a mixed oxide or composite oxide of Ce and Zr.
40. (New) A catalyst structure according to claim 34, wherein the weight ratio of the LNC composition to the at least one POC is from 20:1 to 1:5.
41. (New) A catalyst structure according to claim 34, wherein the weight ratio of the LNC composition to the at least one POC is from 10:1 to 1:1.
42. (New) An exhaust system according to claim 34, wherein some or all of the LNC composition on the substrate monolith is located downstream of the at least one POC.
43. (New) An exhaust system according to claim 34, wherein some or all of the LNC composition on the substrate monolith is located downstream of the at least one POC on a separate substrate monolith.
44. (New) An exhaust system according to claim 34, wherein some of the LNC composition is located on a separate substrate monolith disposed upstream of the substrate monolith comprising the at least one POC.
45. (New) An exhaust system according to claim 34, wherein some of the LNC composition is located on a separate substrate monolith disposed upstream of the substrate monolith comprising the at least one POC on a separate substrate monolith.
46. (New) An exhaust system according to claim 34, comprising means for introducing a reductant into an exhaust gas upstream of the LNC composition.
47. (New) An exhaust system according to claim 42, comprising means for introducing a reductant into an exhaust gas upstream of the at least one POC.
48. (New) An exhaust system according to claim 43, comprising means for introducing a reductant into an exhaust gas upstream of the at least one POC.
49. (New) An exhaust system according to claim 34, wherein the or each reductant introducing means comprises at least one of: means for injecting the reductant into exhaust gas in the exhaust system; means for adjusting the ignition timing of at least one engine cylinder; and means for adjusting the engine air-to-fuel ratio.

50. (New) An apparatus comprising a lean-burn internal combustion engine including an exhaust system according to claim 34.
51. (New) An apparatus according to claim 50, comprising a source of hydrocarbon reductant.
52. (New) An apparatus according to claim 50, comprising means for controlling the or each reductant introducing means.
53. (New) An apparatus according to claim 52, wherein the control means is arranged, when in use, to introduce the reductant into the exhaust gas when the POC is from between 200-350°C in temperature.
54. (New) An apparatus according to claim 52, wherein the control means is arranged, when in use, to introduce the reductant into the exhaust gas when the LNC composition is above 200°C in temperature.
55. (New) An apparatus according to claim 52, wherein the control means is arranged, when in use, to introduce the reductant between the POC and the LNC composition at a temperature of above 350°C.
56. (New) An apparatus according to claim 50, wherein the engine is a diesel engine, optionally a heavy-duty diesel engine.
57. (New) A method of selectively reducing NO_x in an exhaust gas of a lean burn internal combustion engine to N₂, which method comprises introducing a reductant into the exhaust gas and contacting the resulting mixture with a lean NO_x catalyst (LNC) composition associated with at least one partial oxidation catalyst (POC), wherein the LNC composition is selected from the group consisting of: (a) silver or a silver compound supported on alumina; and (b) at least one metal selected from the group consisting of copper (Cu), iron (Fe), cobalt (Co) and cerium (Ce) supported on at least one zeolite, and wherein the at least one POC is a bulk oxide, a bulk composite oxide or a bulk mixed oxide comprising at least one metal selected from the group consisting of manganese (Mn), iron (Fe), cerium (Ce) and praseodymium (Pr).